

CONFIDENTIAL

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

50X1-HUM

COUNTRY Poland

DATE OF INFORMATION 1950

SUBJECT Transportation - Water

HOW
PUBLISHED Daily newspapers

DATE DIST. 3 Oct 1950

WHERE
PUBLISHED Poland

NO. OF PAGES 3

DATE
PUBLISHED 25 May - 2 Jul 1950

SUPPLEMENT TO
REPORT NO.

LANGUAGE Polish

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

PLAN EXTENSIVE DEVELOPMENT OF SMALL PORTS;
TO MODERNIZE SZCZECIN PORT

SMALL PORTS TO ASSUME LARGER ROLE -- Warsaw Rzeczpospolita, 27 Jun 50

As a result of large investments, Polish port transshipment capacity has grown from month to month. The total transshipment figures of the large ports is as follows: 1946, 7,700,000,000 tons; 1947, 10,600,000,000 tons; 1948, 16,600,000,000 tons, and 1949, 16,900,000,000 tons.

Besides the three large ports of Szczecin, Gdansk, and Gdynia, the smaller ports fulfill their specific tasks of activating Poland's coastal economy and of lightening the burden of the larger ports.

The Port of Ustka near the mouth of the Slup River is the first of the smaller ports to be activated after the war. One of the most modern of the second-class ports, it has a considerable number of warehouses, liquid-fuel tanks, grain elevators, an ice plant, eight smokehouses, etc. The port in Ustka began operating in June 1947, and after 3 months its operations exceeded the average 1938 monthly turnover by 14 percent.

The port in Kolobrzeg, located at the mouth of the Parsety River, began operations in March 1948. It had been damaged 80 percent during the war. The port has large possibilities. Basic renovations, however, must be made to meet modern requirements. The port has grain elevators, two shipyards for the repair of fishing vessels, an ice plant, eight smokehouses, a canning factory, etc. Although it serves as a transshipment point for coal to foreign countries, the Kolobrzeg Port is primarily a fishing port.

The port of Darlowo, at the mouth of the Wieprza River, plays a comparatively smaller role. The port sidings will be enlarged, and the basin will be made deeper so as to permit 1,800-ton vessels to enter the port.

Before World War II, Darlowo handled only 67,000 tons of transshipments annually, but during the first 6 months of 1948 more tonnage was handled than during all of 1938.

- 1 -

CLASSIFICATION

CONFIDENTIAL

CONFIDENTIAL

[illegible]

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

The port of Leba, located at the mouth of the Leba River, is east of Ustka. This is a fishing port, and is frequently obstructed by sands carried by the Leba River.

The port of Wladyslawo is one of the most modern fishing ports in the Baltic. Another important fishing base for deep-sea fishing is being developed in Swinoujscie, which is also a service port for ships which do not load goods at Polish ports.

Under the Six-Year Plan, considerable development of small ports is expected.

TO STEP UP TRANSSHIPMENT OPERATIONS -- Warsaw Polska Zbrojna, 2 Jul 50

The essential objectives of the Six-Year Plan are to modernize port installations and to reduce administration costs, to expand the Merchant Marine, to prepare the technical basis for an expanded fleet, and to develop fishing activities.

The port of Szczecin is divided into separate areas, each serving a specific purpose -- for instance, a transshipment area for general cargo, an industrial area, an area for ocean-going vessels, etc. The area for transshipment of bulk cargo will be completed in 1950. New basins and a new wharf have already been built and new cranes installed. The railroad network has been rebuilt. Szczecin is likely to become the most modern Baltic port for the transshipment of bulk cargo.

Under the Six-Year Plan, the Szczecin port will be equipped with all modern technical installations for the transshipment of cargo in bulk: cranes, cars, and coal conveyers. It is anticipated that, by the end of the Six-Year Plan, the transshipment operations will be 213 percent of the 1949 transshipments. The transshipment of general cargo will increase 317 percent. The share of the Odra River in the general freight transportation will increase by 22 percent in 1955. The efficiency of port services will increase 33 percent and will amount to 3,376 tons per port worker in 1955, or 862 tons more than in 1950.

The Special Department for Port Transshipments organized in July 1949 will make a study of the organization of transshipments and maintenance of installations. The department will also study ways of preventing bottlenecks in servicing vessels docking at the Szczecin port. An objective of the 1950 plan is to diminish the cost of port services and to increase port efficiency.

Labor competition has assumed the form of competition between the port crews of Szczecin and Gdansk-Gdynia. As a result of intensive labor competition in every branch of port activity, many workers could be promoted to higher and better-paid jobs and even to executive positions. This has been the case of Feliks Gawronski, a former mechanic, who is now administrative director of the Szczecin Port Administration.

SZCZECIN CLEANING UP BAY -- Warsaw Rzeczpospolita, 25 May 50

The Port of Szczecin Department of Underwater Works and Dredging has been cleaning up the wrecks sunk in the Bay of Szczecin.

- 2 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

The following have been removed: wrecks from the Przemyslowy, Debicki, and Notecki canals; cables and anchors sunk in the Gorniczy Basin; a ship near the Sosnowiecki Wharf; ships and scrap metal around the Walbrzyskie Wharf and in the Przemyslowy Canal near the domestic bunker station; and a ship and 100-ton steel plates from the Piastowski Canal on the Szczecin-Swinoujscie route.

The docks at the Stoleczyn Foundry have been reinforced to prevent them from crumbling into the water.

A 100-ton floating crane removed the wreck of a fishing cutter and a coal-laden barge sunk in the bay.

In the next few days, the wreck of a dredger lying near the Kosa River in Swinoujscie will be removed.

The GAL is studying the problem of raising the wreck of a ship lying at the 14th buoy in the Bay of Szczecin at Swinoujscie.

- E N D -

- 3 -

CONFIDENTIAL

CONFIDENTIAL